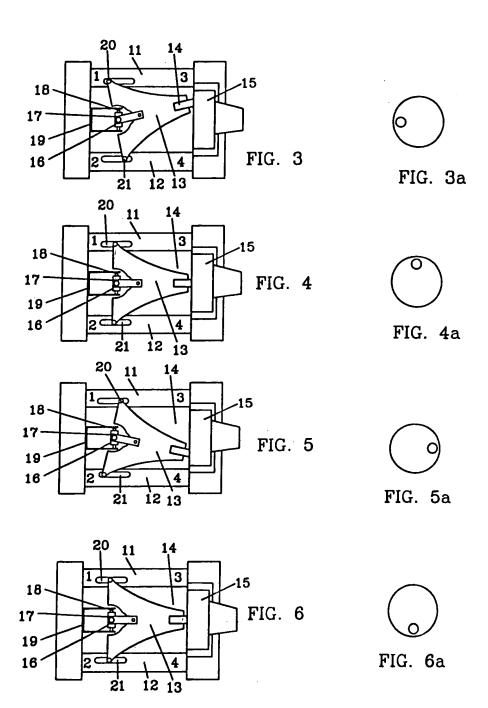
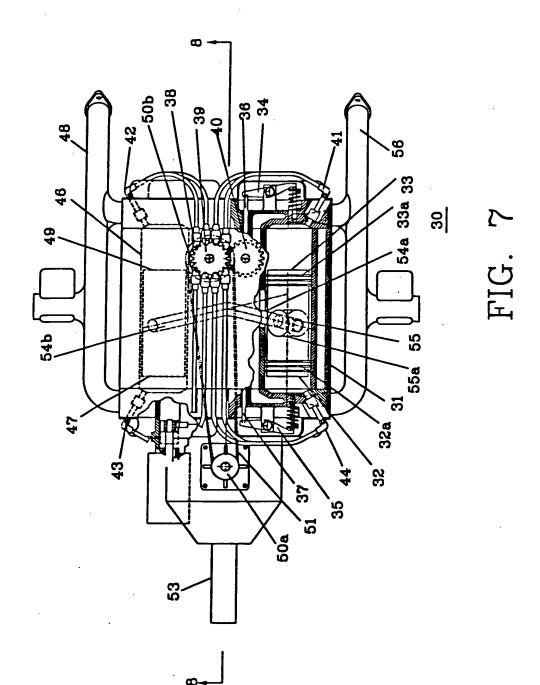


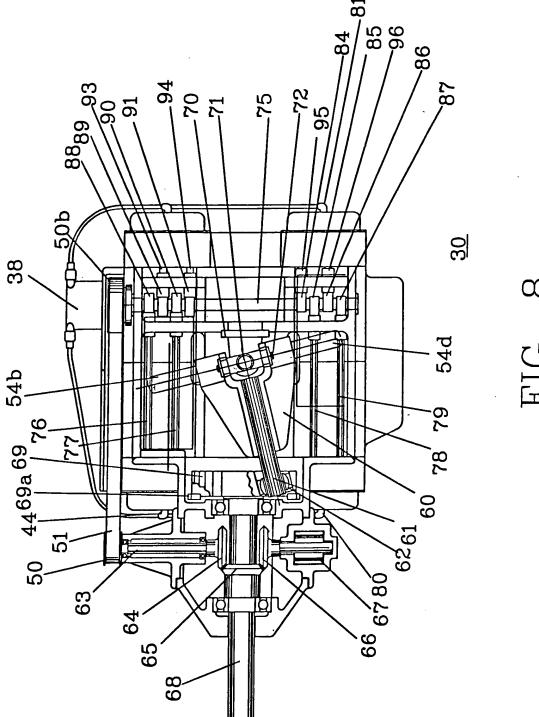
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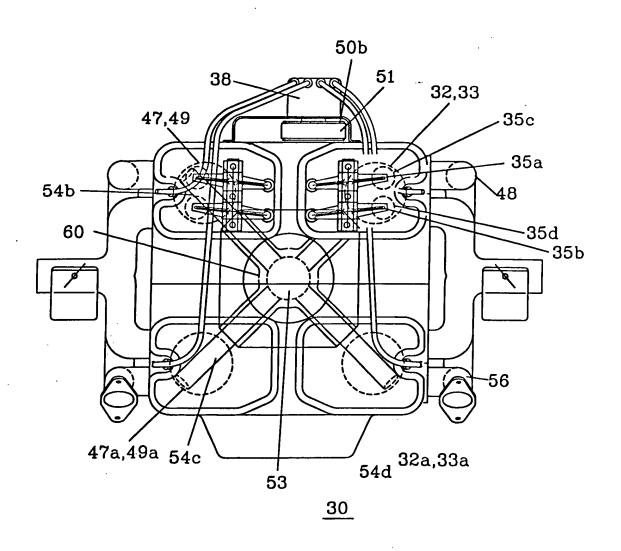


FIG. 9





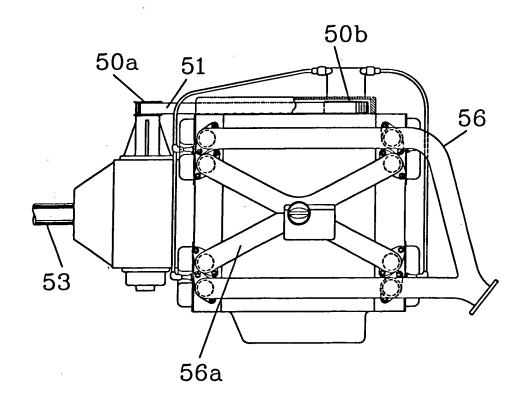


FIG. 10





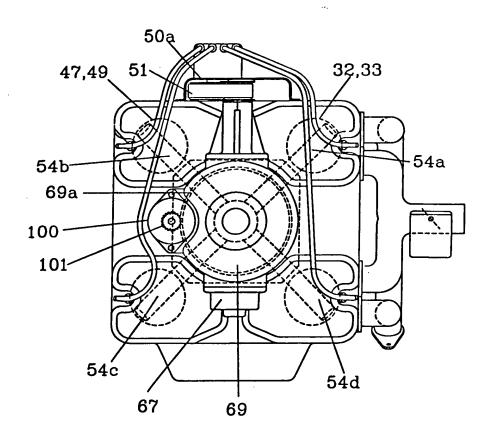


FIG. 11



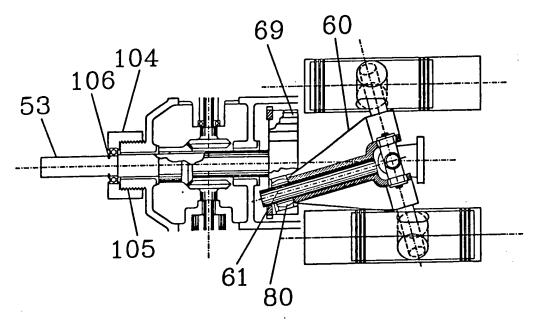


FIG. 12

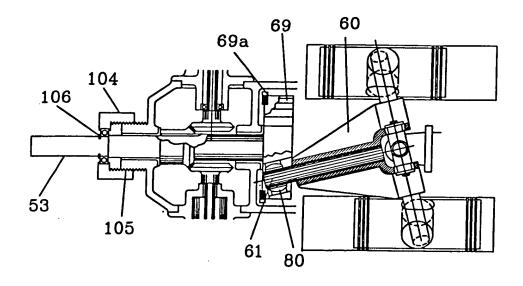
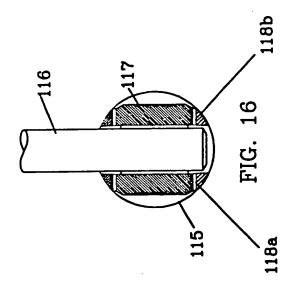
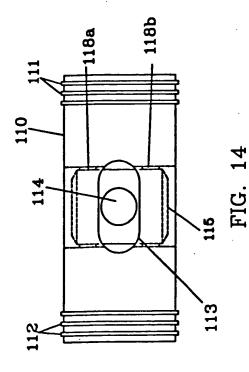
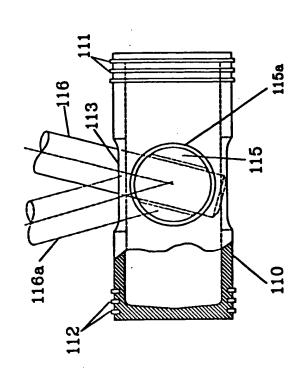


FIG. 13









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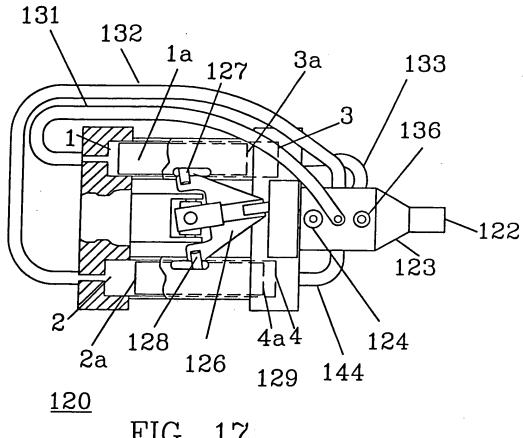
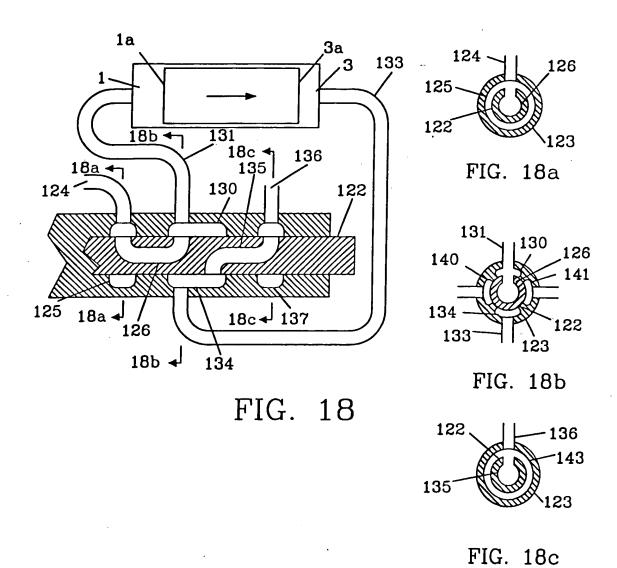


FIG. 17



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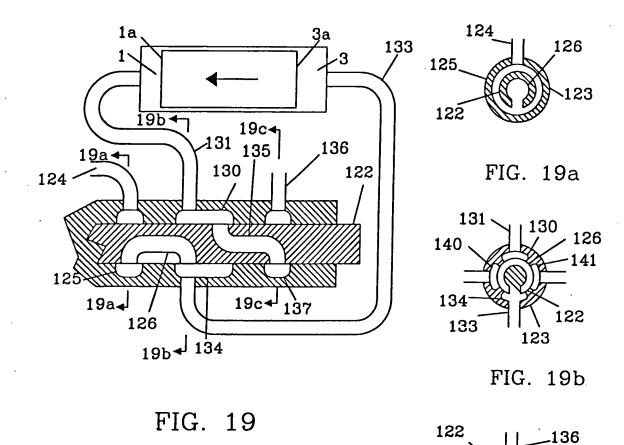


FIG. 19c

135

143

123



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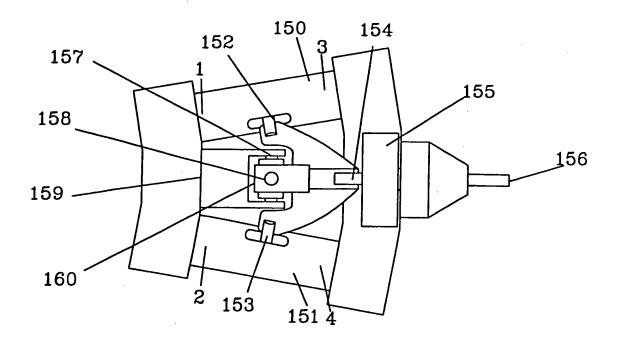


FIG. 20



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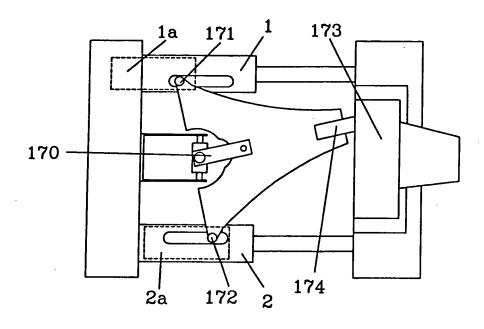
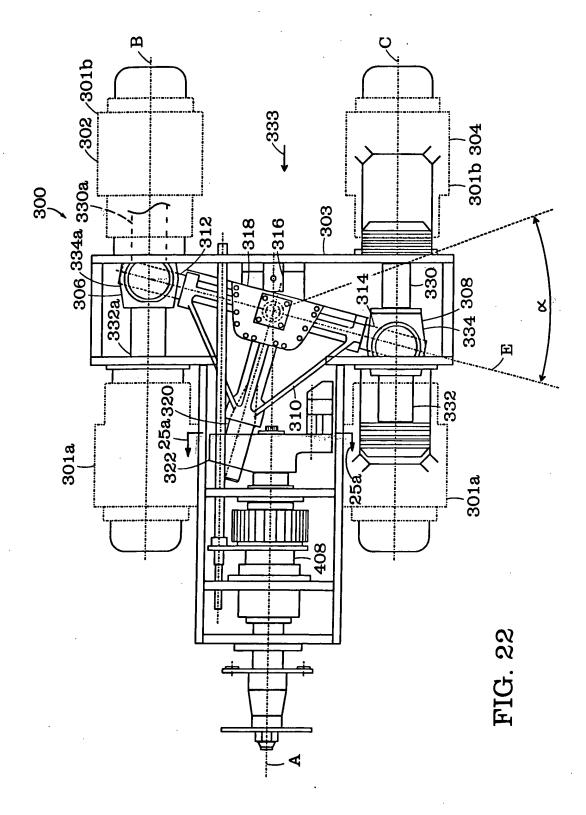


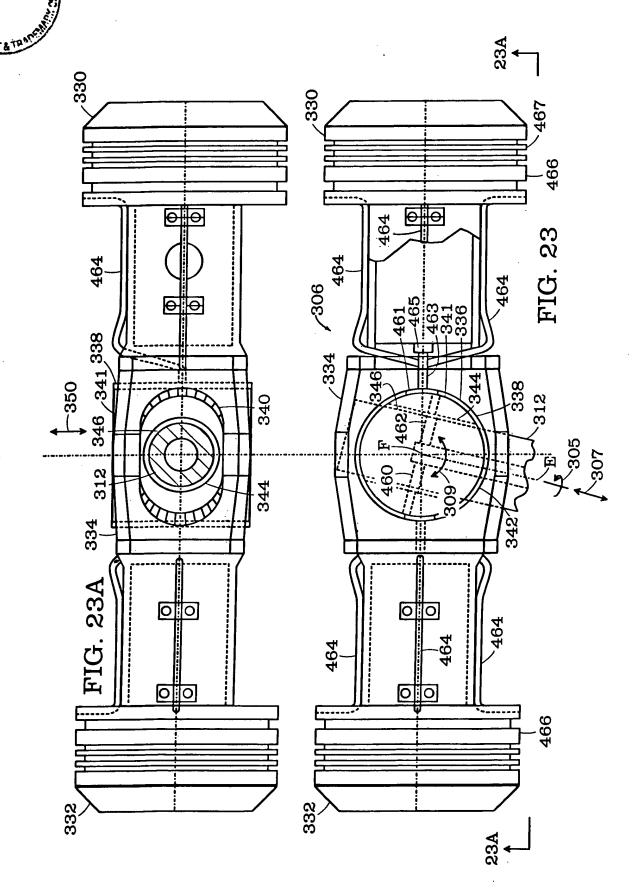
FIG. 21

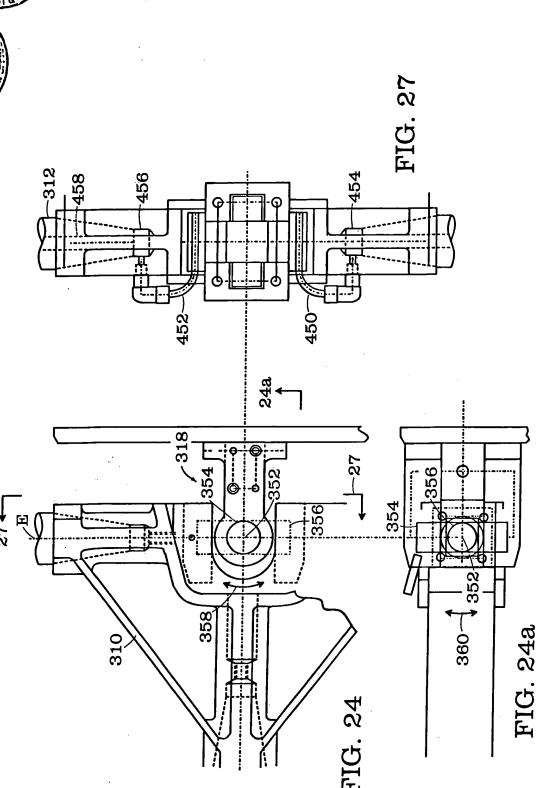






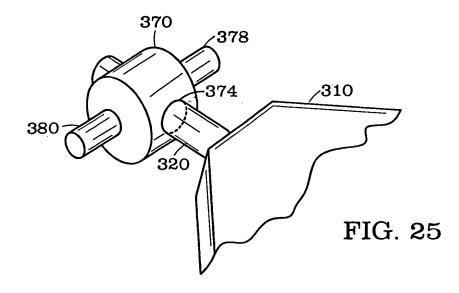




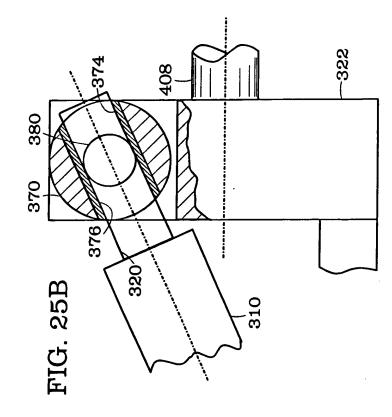


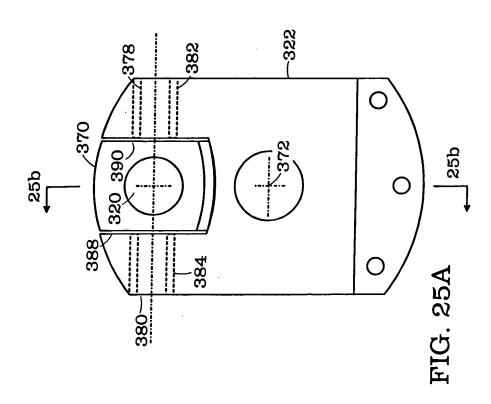


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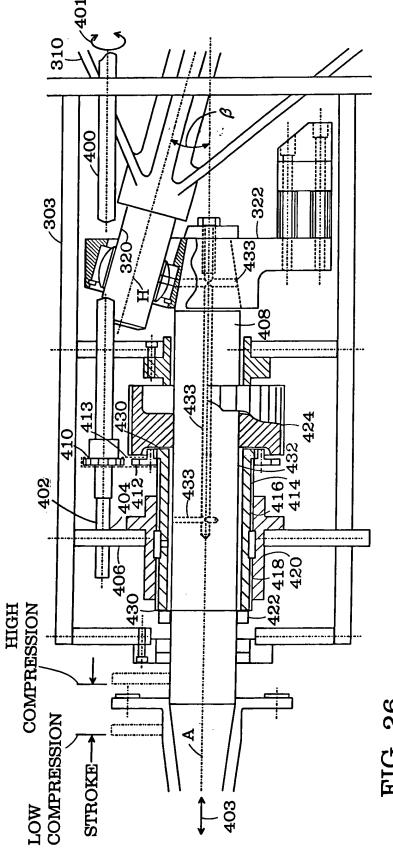


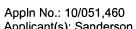






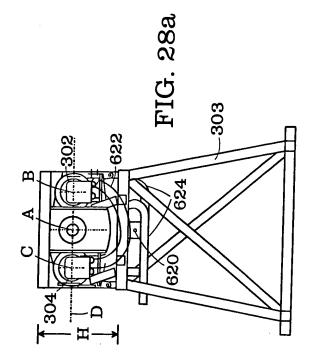


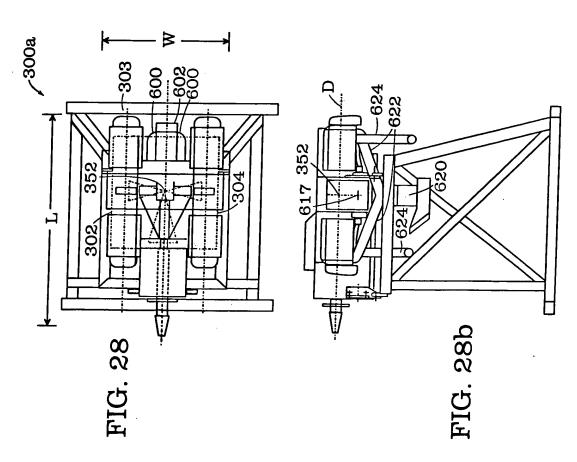




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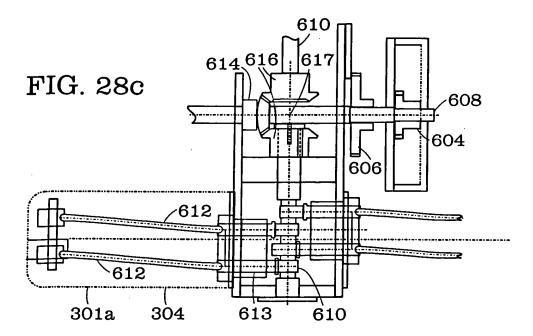




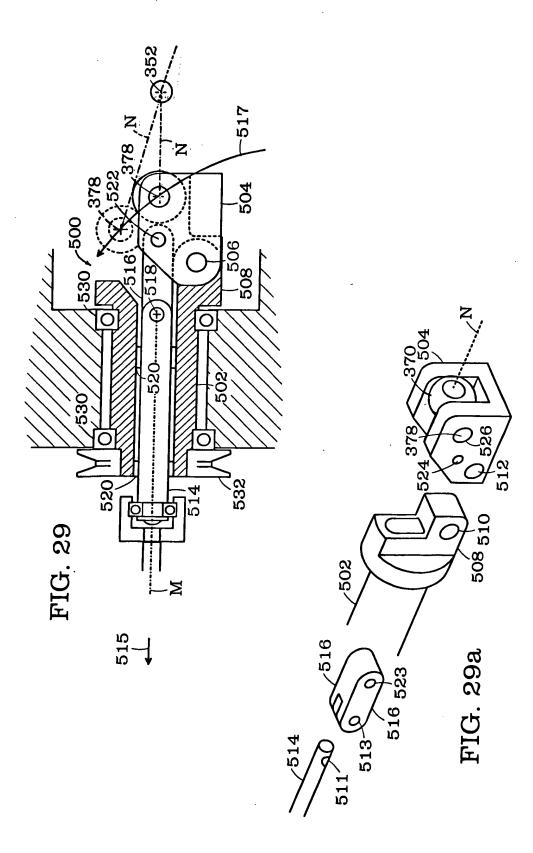




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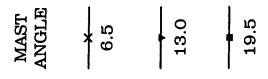
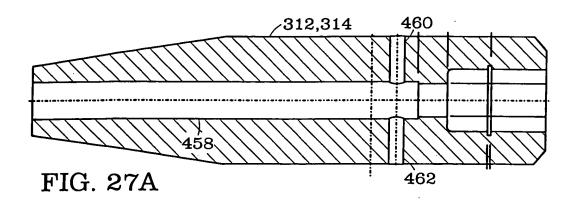


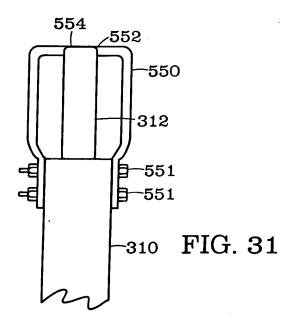
FIGURE EIGHT MOTION OF PISTON ARMS CROSS U-JOINT, WORST CASE DEVIATION 0.5 -0.5 4-4-Ö ત્રં ကု Ŕ 4 က DEVIATION, DEG, WORST ARM PISTON ARM

PISTON POSITION



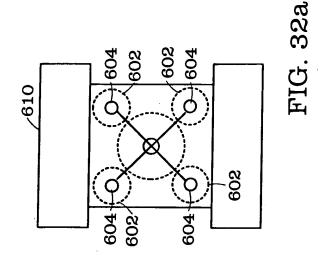
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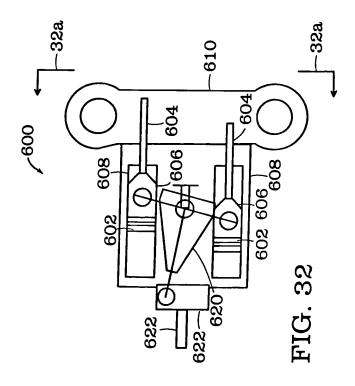






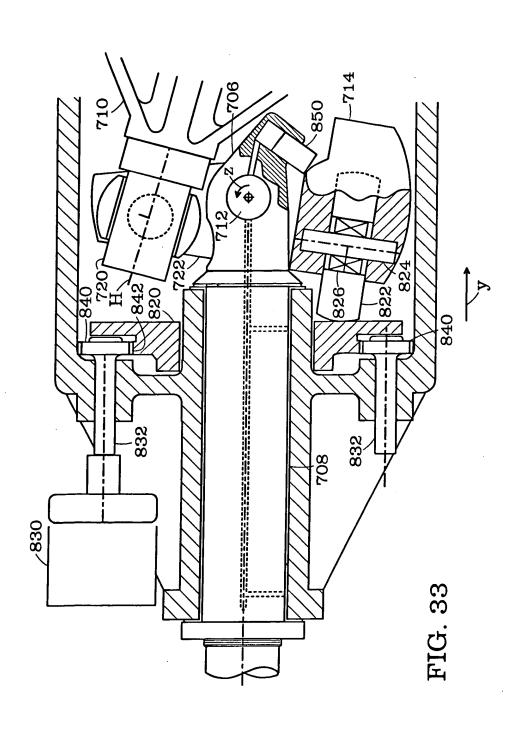
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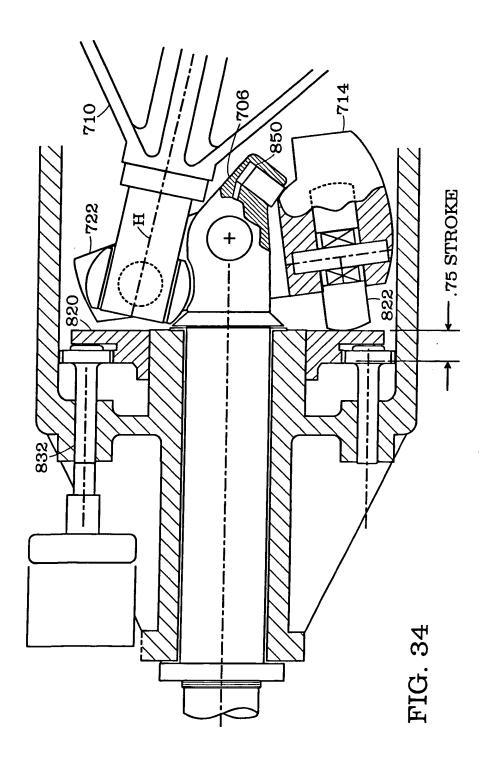




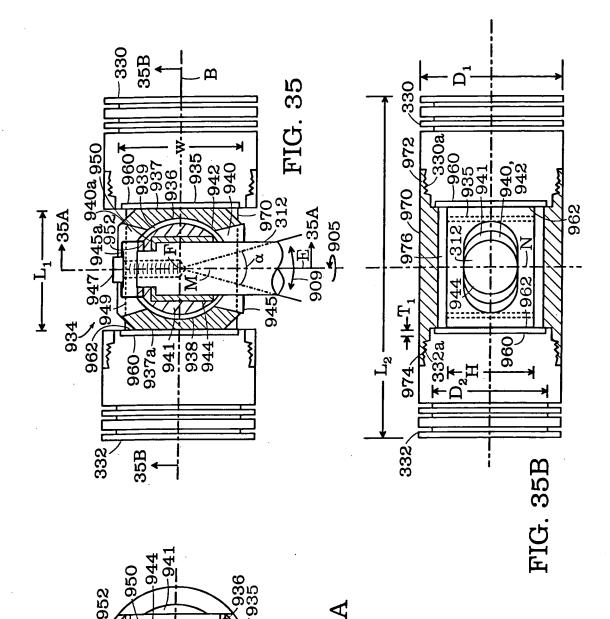












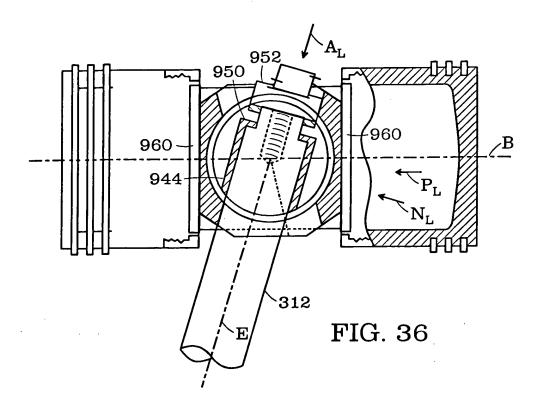
Z

951

312-







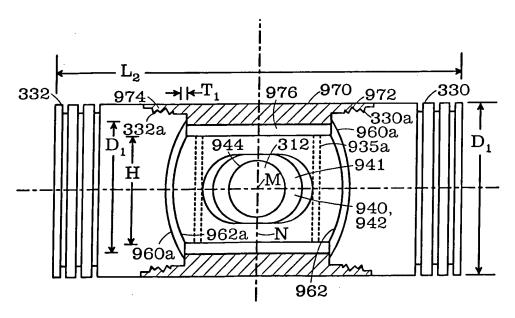
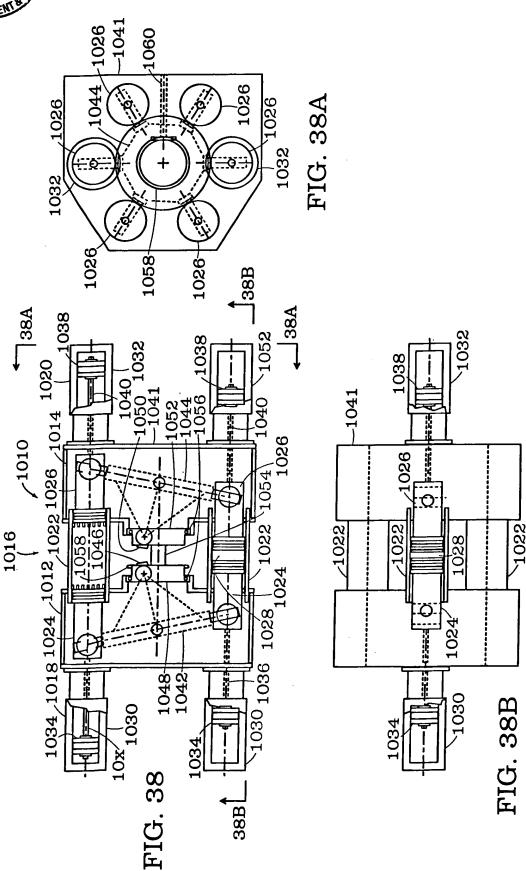


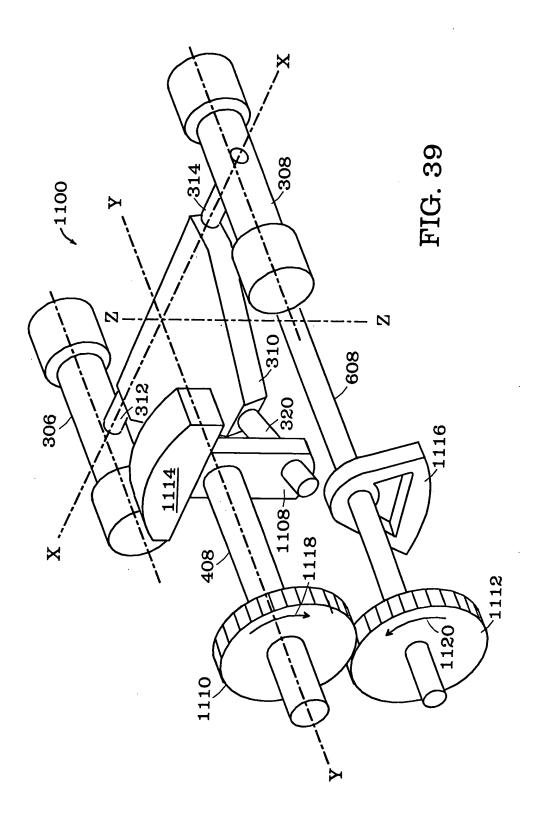
FIG. 37





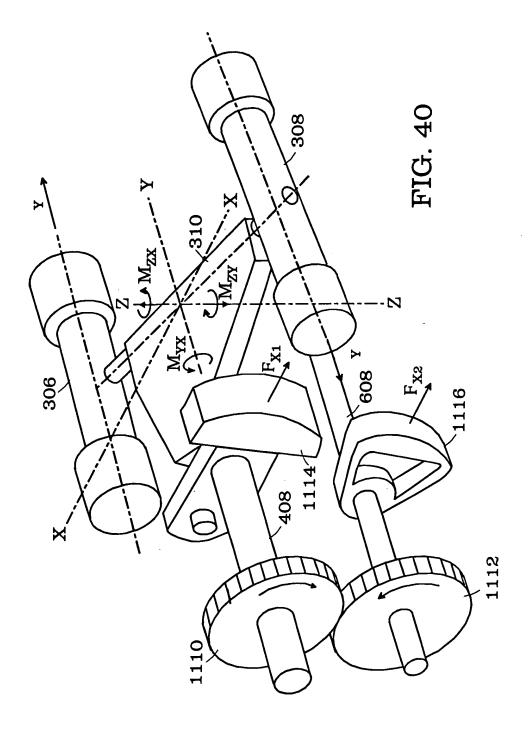


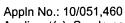






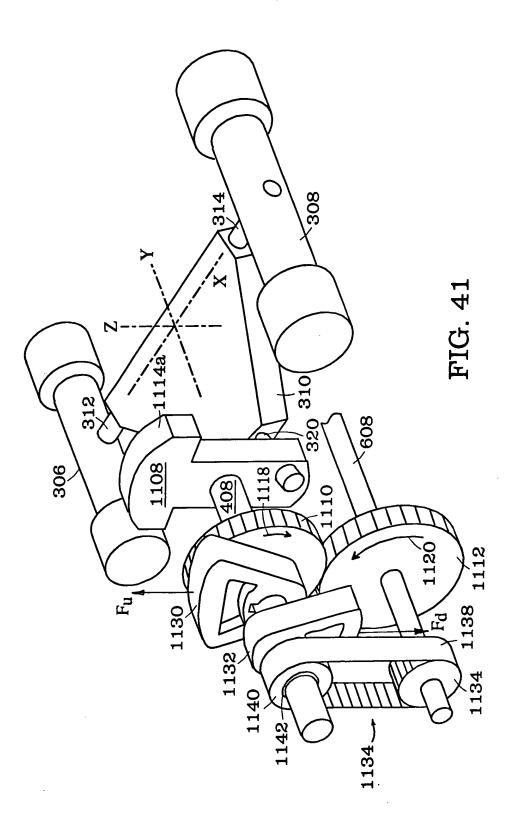




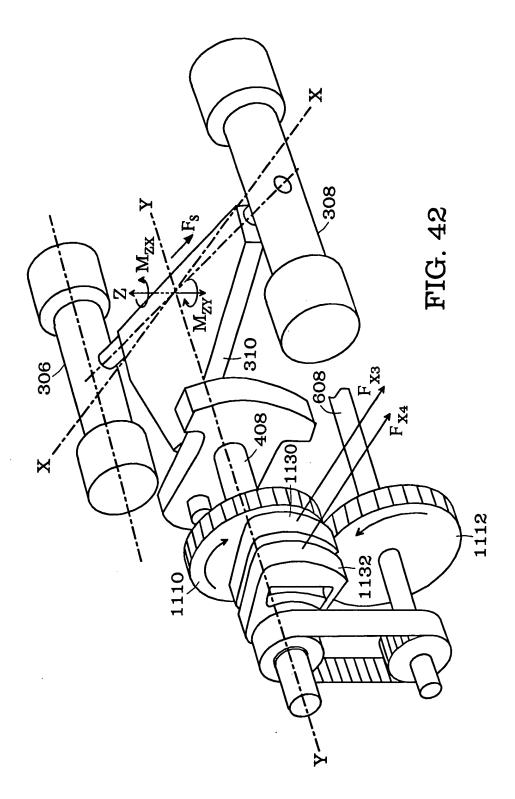


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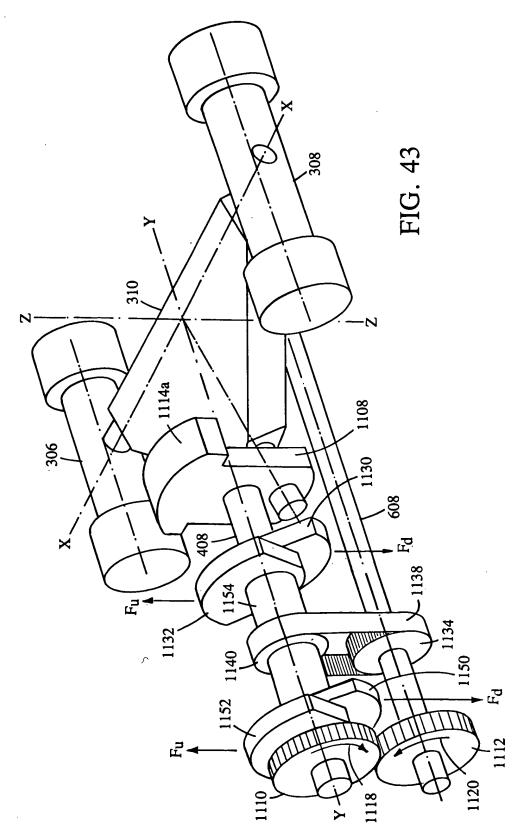




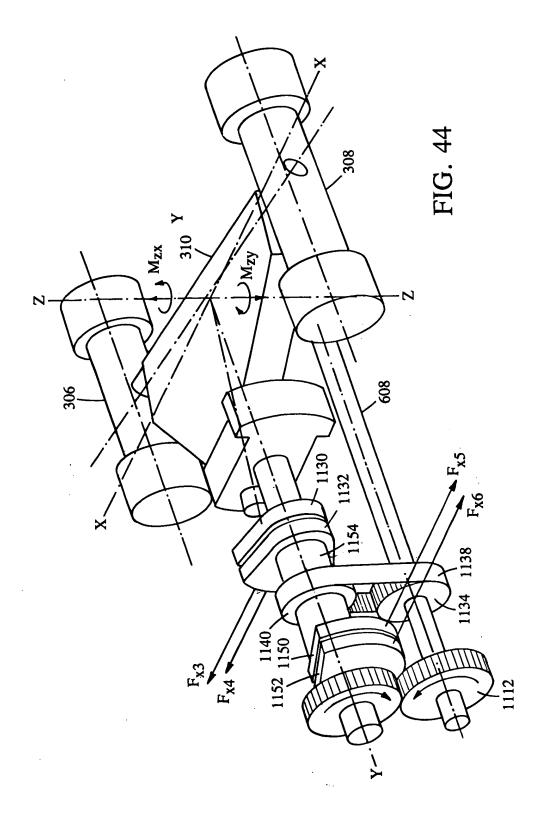




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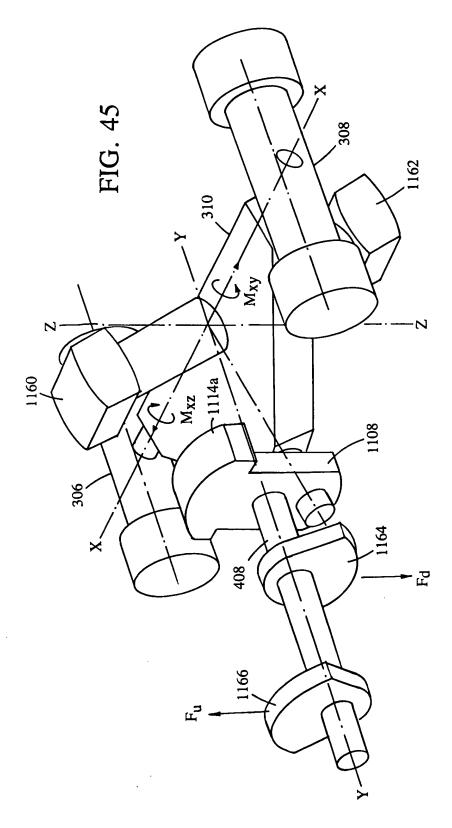


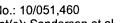






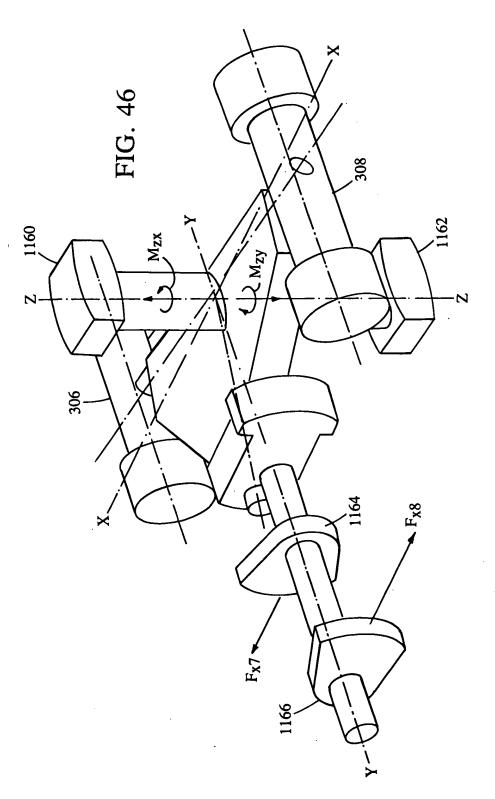
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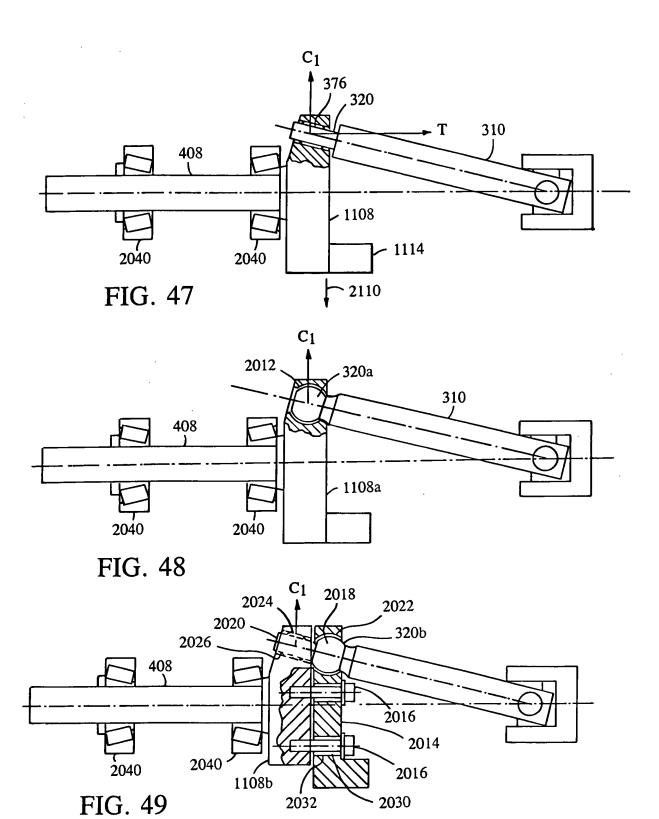




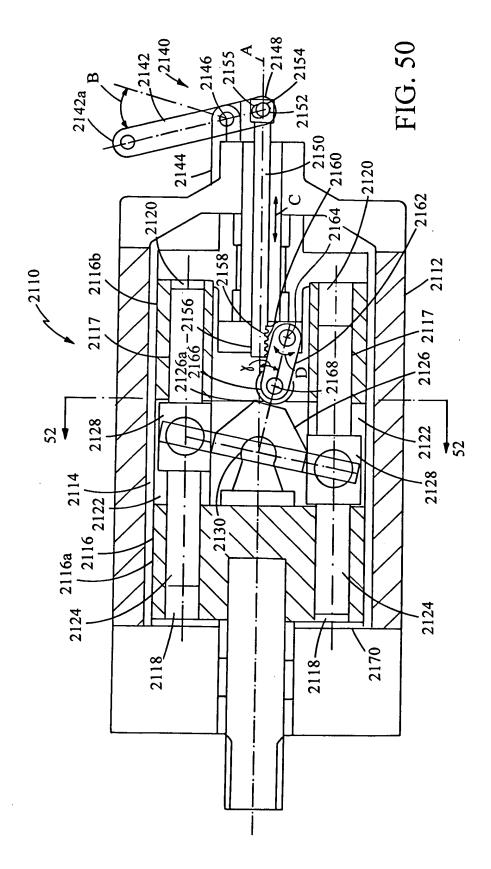
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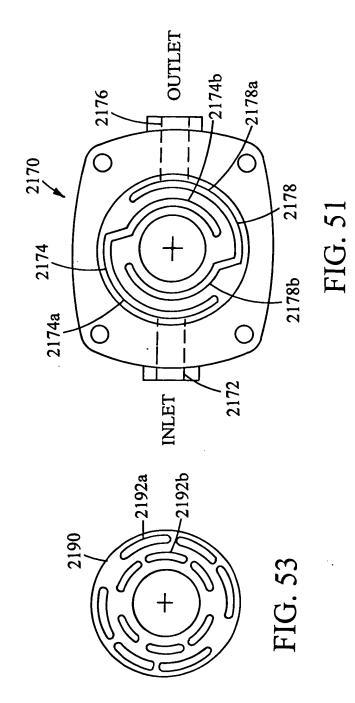












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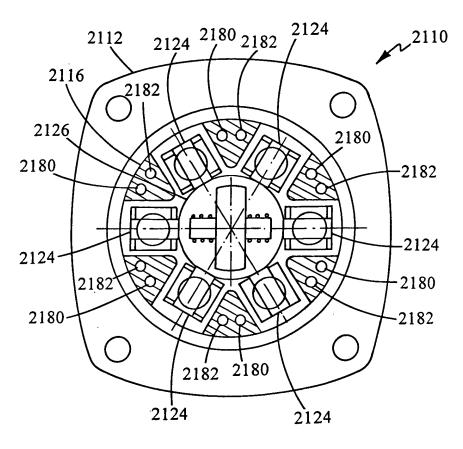
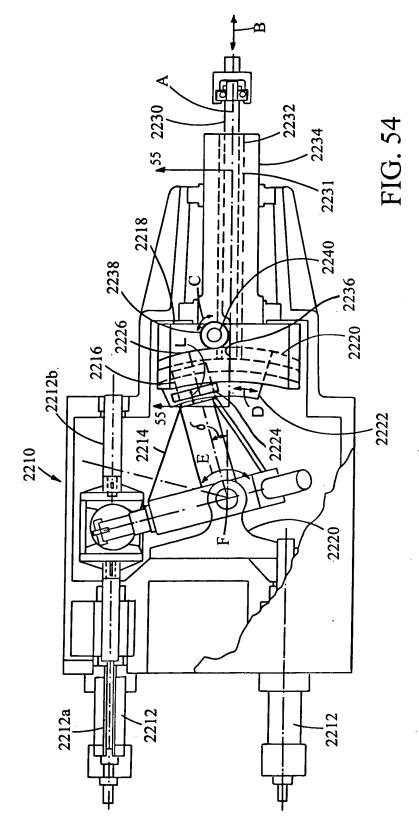


FIG. 52

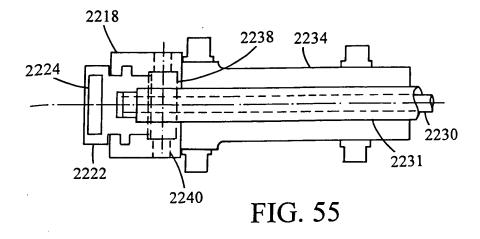






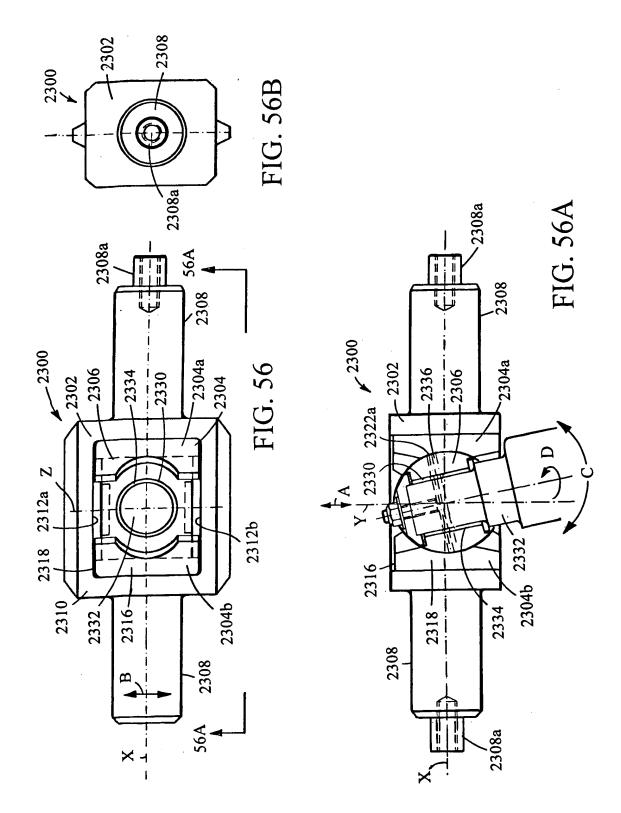


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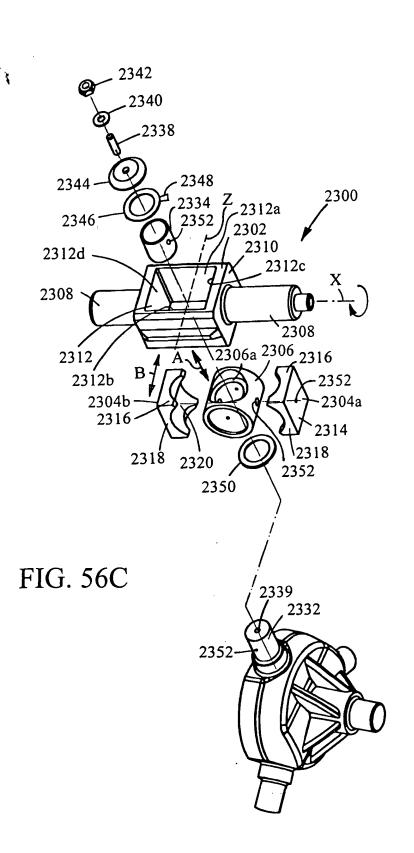










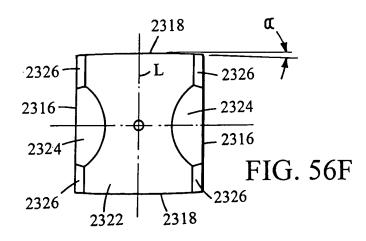


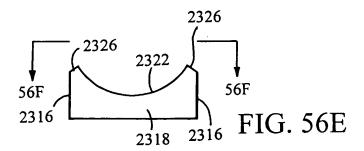
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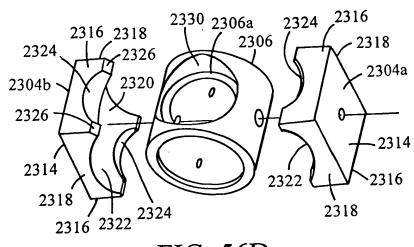
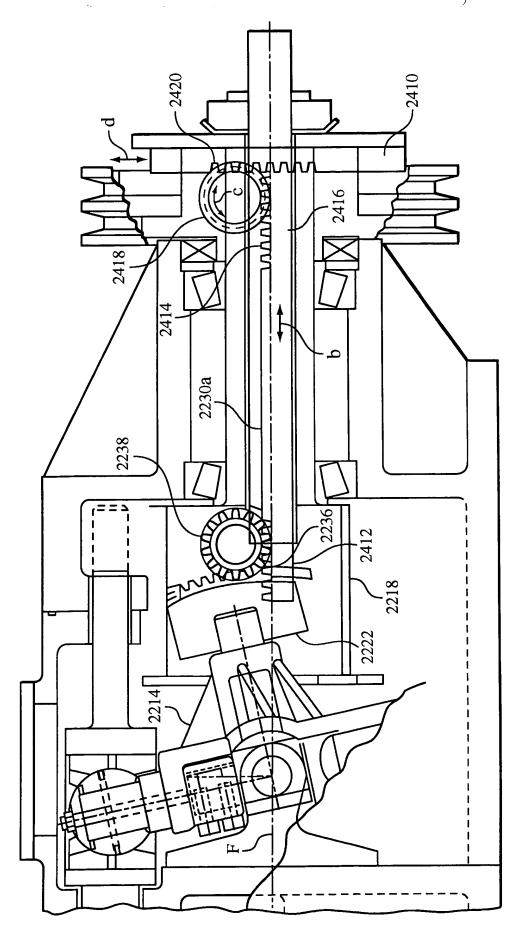


FIG. 56D



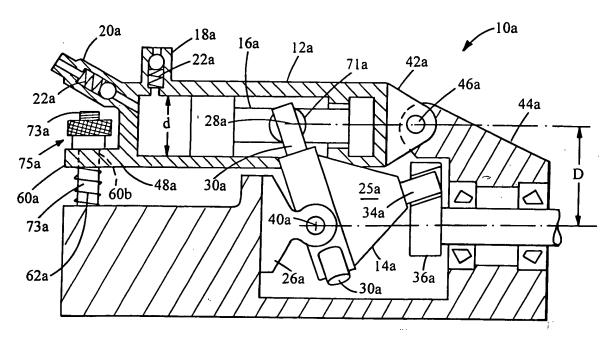


FIG. 58

